

Old Baldy Civil War Round Table of Philadelphia

January 11, 2018

The Civil War: April 12, 1861 - May 9, 1865

Join us at **7:15 PM** on **Thursday, January 11th**, at **Camden County College** in the **Connector Building, Room 101**. This month's topic is **"The Confederate Cruisers: The Confederacy's Blue Water Navy"**

Even before the war began, the Confederacy-to-be, through its provisional legislature, recognized the need for a brown-water navy to keep ports open and patrol rivers, and a blue water navy to protect the shipping traffic. This led to moves, actually before secession, by the Confederacy's provisional legislature to establish the basis

"The Confederate Cruisers: The Confederacy's Blue-Water Navy"

for a navy, to name a secretary of the navy, and to send letters to any persons in the United States Navy who were deemed to have a Southern leaning to "come home" and join the Confederate Navy. Many took up on the invitation.

Early in the war, one of the "come-home" former Union Naval officers, now a Confederate officer, one Raphael Semmes, approached Navy Secretary Mallory with a proposal regarding how to end the war successfully. To wit, acquire a number of blue-water ships, to be converted to warships with which to assault the Union merchant marine, to an extent which would lead to a winnable suit for peace. Thus, could the Confederacy attain a victory which wise heads could see was unlikely on the battlefield; this in spite of the somewhat wild-eyed view of the war-hawks.

Matthew H. Bruce is a retired teacher (forty-five years) at the high school and college/university levels, in the areas of mathematics and physics. Following finishing his baccalaureate degree, he completed military service in the Korean

Matthew H. Bruce



War, and then returned to pursue graduate work. He holds the Ph.D. degree from the Pennsylvania State University. He is retired from Temple University, where he taught statistics and research design, and physical science, and worked with intending science teachers.

Matt's interest in the American Civil War goes back over fifty years, and he has been a long-time member of the Delaware Valley Civil War Round Table, and until recently a member of the Round Table's Board. He teaches in the Round Table's Civil War Institute, and looks forward to the expansion of the institute to include other U.S. military involvements such as WWI and WWII. He has done much writing on Civil War and other topics, and is currently involved in the preparation of a book on Civil War navies.

Notes from the President...

Happy New Year! Welcome to 2018. Hope everyone had a safe and enjoyable Holiday Season.

We already miss the warm days of December. 2017 was another good year for our Round Table as we continue to expand in South Jersey and create new experiences. Thank you all for your support and feedback. 2018 will be even better as we engage more members and host the Civil War Naval Symposium on the USS New Jersey in October.

Please submit your 2018 dues to **Frank Barletta** or bring them to our meeting, so we can fund our adventures this year. Old Baldy was on the Road over the Holidays, watch for photos and text about the adventures. Send your exploits to **Don Wiles** for a future newsletter. For those on Facebook, please go to our page and like us. Watch for

new content on a regular basis as we develop this medium. Review our website and let us know what addition information would better serve your needs.

At our meeting last month, **Walt Lafty** gave us a superb presentation on Walt Whitman during the War. We also began recognizing milestones of our member by presenting them with number pins, to wear on their name badges, to acknowledge their years of membership. We will continue at this month's meeting. This month we are pleased to welcome **Matt Bruce** to share his research on Confederate Cruisers, starting our year of Civil War Naval activities. Bring a friend or two to this informative and entertaining presentation.

Dave Gilson and I represented Old Baldy at the Beverly National Cemetery for Wreathes Across America. (see pho-

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tos in this newsletter). Members of our Round Table who were present at the Meade Birthday celebration included **Ellen and Dietrich Preston, Rick Marine, John Voris,** myself and my son **Joe** on a very cold Sunday afternoon. Thank you to **Ellen** for posting an album of the event on our Facebook page.

Be sure to make use Amazon Smile for your purchases to generate income for the Round Table. Check with **Paul Prentiss** for details. Watch for the announcement soon about the formation of the next **Michael A. Cavanaugh Book Award** committee. Chat with Frank at the meeting or dinner for the latest news on our Civil War Naval Symposium and let him know how you want to be involved in this great event. The Octavius Catto event will be on February 17th at 11 AM at his statue by City Hall in Philadelphia. More details to follow.

Join us for a pre-meeting meal on the 11th at the Lamp Post Diner.

Rich Jankowski, President

Today in Civil War History

1862 Saturday, January 11

The North

Simon Cameron, under pressure because of irregularities in the running of his department, ranging from plain incompetence to swindling, resigns from the position of secretary of war. The president is likely to offer the post to former attorney general Edwin Stanton.

Eastern Theater/Naval Operations

A large US Navy fleet of some 100 vessels transports 15,000 Federal troops down the Atlantic coast. These troops, under the command of General Ambrose E. Burnside, are to reinforce Port Royal, where Union forces already pose a severe threat to the Confederates in North Carolina.

Western Theater

McClelland mounts reconnaissances from his position on the Mississippi, particularly toward Columbus.

1863 Sunday, January 11

Western Theater

A Federal riverboat is sunk near Memphis.

Trans-Mississippi

McClelland's expedition attacks Fort Hindman on the Arkansas River. The fort, also known as Arkansas Post, is on the north bank of the river on the first high ground overlooking the river, moving up from the Mississippi. Well fortified, it is defended by 5000 men under General T. J. Churchill, who has been instructed to "*hold on till help arrived, or until all are dead.*" The night before, Federal gunboats had landed troops three miles down-stream, and then moved on to bombard the fort. At midday the expedition is ready to attack and the gunboats again commence their bombardment. By mid-afternoon the Confederate guns have been silenced and several Federal

brigades are pressing the enemy lines. When the last enemy gun falls silent, McClelland orders a general assault and the fort quickly surrenders. Union losses in the battle are 129 killed and 831 wounded, while Confederate casualties total 100 killed, 400 wounded, and the remainder of the 5000 strong garrison taken captive.

Naval Operations

The Confederate raider Alabama approaches Galveston, Texas at night with a view to attack the large Union transport fleet assembled there. Instead the Confederates discover a strong blockading force who send out one of their number, ex-ferry boat Hatteras, to examine the suspicious vessel. Semmes turns and lures the unsuspecting Union gunboat away from support before turning on the vessel. In a brief 17-minute action fought at point blank range the Hatteras sinks. Alabama pauses long enough to rescue the crew before speeding off into the night. As Semmes can not cater for the 114 prisoners from the crew of the Hatteras he makes for Jamaica to set them ashore on neutral land.

1864 Monday, January 11

The North

Senator John B. Henderson of Missouri proposes a joint resolution in the Senate abolishing slavery throughout the United States. One reason for the appalling desertion rate in the Union armies is the bounty system. Since the number of men to be drafted in any state, city or county is inversely proportional to the number of men who volunteer, larger and larger cash bounties have been offered to attract volunteers. Towns and cities have escalated the bounties throughout the fall. This has succeeded in keeping down the number of men to be conscripted, but has filled the army with the worst sort of recruit. Men join up to get the bounty, then desert at the earliest opportunity, only to re-enlist in another town and repeat the process. Despite opposition in Congress, the system continues to thrive.

1865 Wednesday, January 11

The South

The Constitutional Convention of Missouri adopts an ordinance abolishing slavery.

Eastern Theater

Some 300 Confederate cavalry under Thomas L. Rosser brave heavy snowfalls to attack Federal forces in West Virginia. Achieving complete surprise, they capture twice their strength in prisoners at Beverly.

Europe

A party of Confederate officers and sailors arrives at Gravesend, England, ready to man the ex-Danish ironclad, soon to be named the CSS Stonewall.

2018 Dues...
Can be brought to the meeting or sent to
Frank Barletta
44 Morning Glory Drive
Marlton, NJ 08053

Wreaths Across America: Beverly National Cemetery

Dave Gilson and Rich Jankowski represented OBCWRT laying wreaths at Beverly National Cemetery on December 16th during Wreaths Across America. The Mission is to Remember our fallen U. S. Veterans, Honor those who serve and Teach children the value of freedom.

While we have Veterans Day in the fall and Memorial Day in the spring, our servicemen and women sacrifice their time and safety every single day of the year, to preserve our freedoms. And in many homes across the U.S., every day there is an empty seat for one who is serving, or one who made the ultimate sacrifice for our country. That is why our mission to Remember, Honor and Teach lasts all year long, far beyond the single day in December when we coordinate wreath-laying ceremonies. All throughout the year, Wreaths Across America works in a number of ways to show our veterans and their families that we will not forget—we will never forget. We Remember and Honor our veterans, and Teach the next generation to do the same.



George Meade's Birthday

Annual Celebration of Major General George Meade's birthday at Laurel Hill Cemetery December 31, 2017.



The General Meade Society Annual Champagne Brunch & Awards Ceremony

Cannstatter Volksfest Verein - 9130 Academy Road, Philadelphia, Pa 19114 - 215-332-0121

Sunday, January 21, 2018 -- 11 AM – 2 PM (Inclement weather backup date is Sunday, February 11th)

Cost: \$45. per person

includes a Deluxe Brunch (with omelette station), Champagne toast, Door Prizes, and free Prize Raffle!

Cash bar - There will be a Silent Auction to benefit the General Meade Society Preservation Fund!

To reserve, please contact Jerry McCormick at 215-848-7753 or email: gedwinmc@msn.com Make checks payable to the GENERAL MEADE SOCIETY and send to: J. McCormick, Treasurer, 3692 Stanton St, Philadelphia, PA 19129-1619.

PLEASE MAKE RESERVATIONS AT LEAST ONE WEEK PRIOR TO THE BRUNCH!

Sad News from the Civil War Community

Rich Mendoza

On December 25, 2017, age 70, of Voorhees, NJ. He was the beloved husband of Judy (nee Lauer) and loving father of Christine (Brian) Rowan and Tracey (Jimmy) McGee. He is also survived by four grandchildren Hailey, Hannah, Olivia and Ian; his mother Margaret Mendoza; and his sister Margaret Principato. Mr. Mendoza was a retired teacher with the Deptford Township School District where he worked for 33 years. Rich was a founding member and commander of the 12th New Jersey Volunteers Reenactment Group for many years. He was also a founder of the Mifflin Guard Battalion and also of the 'Libby Prison Minstrels' musical group. He worked with Joe Wilson on both of his films and on the training camp film we showed during the recent lecture series. Mr. Mendoza also was a director of several local films and was an extra in several movies. He was a noted historian of the Civil War and has done so much for the Civil War community with his songs, videos, and his volunteer work. He will be sorely missed.

Edward Henry Bonekemper III

Edward Henry Bonekemper III, 75, of Willow Street, died December 9, 2017 of a brief and unexpected illness at Lancaster General Hospital. Born in Hatfield, he was the son of the late Edward Bonekemper II and Marie (Adams) Bonekemper. Ed was the loving husband of Susan (Weidemoyer) Bonekemper, and they observed their 53rd wedding anniversary in August of this year. He was a loved and adored uncle by numerous nieces and nephews of multiple generations. His mixture of wit, wisdom and compassion were unmatched. Ed served as a U.S. government attorney for the Coast Guard and the Department of Transportation for more than 34 years. He retired from the transportation department as its lead lawyer in the hazardous materials division. He was given the U.S. Government Distinguished Career Service Award in 2003. He retired from the Coast Guard after 20 years of service with the rank of Lieutenant Commander. Ed graduated from Muhlenberg College in 1964 with a Bachelor of Arts degree in history. He earned his Juris Doctorate from Yale

Law in 1967. His love for history sent him back to school to earn a Master of Arts degree in history at Old Dominion University in 1971. Ed later went back to Muhlenberg to teach military history classes as an adjunct professor, and Muhlenberg honored him with the Alumni Lifetime Achievement Award in 2009. Late in Ed's legal career, his passion for the Civil War led him to finish writing his first book, titled "How Robert E. Lee Lost the Civil War." Ed later wrote six more books. What has now become his final book, titled "The 10 Biggest Civil War Blunders," is set to be released in January of 2018. After retiring from his day job, Ed's new vocation became traveling the country to discuss the Civil War with round tables and history groups of people who shared his passion. When not discussing the Civil War, Ed was traveling the country and abroad with his wife for leisure as they made many new friendships. Ed was a passionate Philadelphia sports fan rooting for the Eagles, Phillies and Flyers. Surviving in addition to his wife, Susan, is a brother, Kenneth Bonekemper of Lansdale.



Ed Bonekemper

We last had Ed in December 2016 to talk about his *Lost Cause* book.

His books include:

How Robert E. Lee Lost the Civil War (1998)

McClellan and Failure: A Study of Civil War Fear, Incompetence and Worse (2007)

Ulysses S. Grant: A Victor, Not a Butcher: The Military Genius of the Man Who Won the Civil War (2010)

Grant and Lee: Victorious American and Vanquished Virginian (2012)

Lincoln and Grant: The Westerners Who Won the Civil War (2012)

The Myth of the Lost Cause: Why the South Fought the Civil War and Why the North Won (2015)

Editor's Note:

Due to the upcoming Symposium on the Navies it was suggested that we have articles on the two Navies, their organization, training, ships and how they would fight the Ocean and River part of the Civil War. Because the War was mainly a land war there is a limited amount of information available. If any of you have a suggestion on an article or would like to contribute articles to the newsletter just email them to me. cwwiles@comcast.net

These two articles are from the 1902 Miller's *Photographic History of the Civil War*



Organization of the Federal Navy

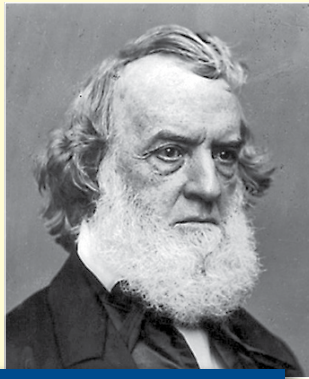
When President Lincoln and his administration found themselves confronted with the most stupendous problem that any nation had had as yet to face, there was one element in their favor that counted more heavily than any other, an element whose value has been overlooked by the early historians of the war. It was the possession not only of a navy but of shipyards and a vast



Organization of the Confederate Navy

On looking over the history of the rise of the Confederacy, viewed even from the writings of the earlier and more or less partisan historians, a reader will not fail to be impressed with the wonderful resourcefulness that was displayed in meeting the unexpected exigencies of war. Viewed from an absolutely impartial standpoint, the South apparently accomplished the impossible. The young Con-

merchant marine from which to draw both vessels and men, and thus to increase the Northern fighting efficiency at sea. Though both North and South were wholly unprepared for the gigantic struggle, at the command of the Federal Government were inexhaustible resources. Manufactories and establishments of all kinds were at hand, together with ship-building yards that had turned out a merchant marine which, previous to the outbreak of hostilities, had gained the commerce-carrying supremacy of the world. These factors and advantages were of tremendous importance in contributing to the final success of the Federal cause. Not only was the part of the trained sailor significant, but the mechanic and inventor found a peculiar scope and wide field for development in the application of their genius and talents to the navy's needs. In five years, the whole science of naval warfare was to be changed; the wooden fleets of Europe were to become antiquated and practically useless, and the ironclad whose appearance had been adumbrated was now to become a reality for all sea fighting.



**Secretary of the Navy
Gideon Welles**

Ninety ships of war made up the United States navy at the opening of the year 1861, but of these only forty two were in any measure ready for active service; the remainder were laid up at various dockyards awaiting repairs of a more or less extended nature. Of the forty two ships that could be made ready for duty, the majority were steam-propelled vessels of the latest improved types. The United States had been one of the first world-powers to realize the value of steam as an auxiliary to sail. In the twenty years previous to the opening of the Civil War, practically a new navy had been constructed, ranking in efficiency third only to those of England and France. There were many of the older vessels included in the active list, and some still in commission that bore historic names and had seen service in the War of 1812. They had been the floating schools for heroes, and were once more called to serve their turn.

The newer ships comprised a noble list. Within five years previous to the outbreak of hostilities, the magnificent steam frigates *Merrimac*, *Niagara*, *Colorado*, *Wabash*, *Minnesota* and *Roanoke* had been built, and the fine steam sloops-of-war *Hartford*, *Brooklyn*, *Lancaster*, *Richmond*, *Pensacola*, *Pawnee*, *Michigan*, *Narragansett*, *Dacotah*, *Iroquois*, *Wyoming*, and *Seminole* had been placed in commission. These ships were of the highest developed type of construction and compared favorably at that time with any war vessels in the world.

Summing up the serviceable navy, we find that it consisted of two sailing frigates, eleven sailing sloops, one screw frigate, five screw sloops of the first class, three side-wheel steamers, eight screw sloops of the second class, and five screw sloops of the third class. Available, but laid up in various yards, were other vessels, including eighteen propelled by sail alone, five screw frigates, one screw sloop, and three or four side-wheel steamers. Yet, in spite of all this showing, at the opening of the year 1861 there was presented to the Nation a remarkable condition of affairs—

federacy succeeded against heavy odds in making something out of almost nothing. There was no naval warfare in the proper sense of the word during the four years' conflict; there were no fleets that met in battle at sea, and only two or three actions that could be touched upon in strictly naval annals. But at the outset, in the making up of the Government of the new republic, there was formed a Navy Department whose accomplishments, struggling against the difficulties that confronted it, were little short of marvelous, considering the limited time, available for preparation, in a country almost barren of ship-yards and other means of providing and equipping sea-going vessels, not to mention warships.

In the closing days of 1860, the secession of South Carolina made the fact apparent to the people of the North and South that the breach was constantly widening between the two sections of the country. Very soon it was perceived that the ever-growing chasm could not be bridged by diplomatic means, and that to sustain the stand they had taken the seceding States would be forced by the urging voices of their leaders to make an appeal to arms.

The South was immeasurably handicapped in more ways than one, but principally by its utter lack of any war-ships, and its dearth of even the nucleus of any naval force. The secession of Mississippi, Florida, Alabama, Georgia, and Louisiana in quick succession made for a sure commencement of hostilities. In February, 1861, delegates from the seceding States met at Montgomery, Alabama, and organized a new provisional Government; the breach had widened beyond all hope of repair; the only manner in which the matter could be settled was by war.

Jefferson Davis was made the President of the new republic, and the task he had to face might well have appalled a less resourceful brain. Without a treasury, without an army, and without a single gunboat, the new President appointed his cabinet, and assigned the post of Secretary of the Navy to Stephen R. Mallory, of Florida, who had served his State in the United States Senate, and for years had been chairman of the Naval Committee of the House of Representatives, an experience that stood him in good stead.



**Secretary of the Navy
Stephen Russell Mallory**

The problems that confronted the other ministers were perplexing, but that which faced the new Secretary of the Navy was the most monumental of them all. The South did not own a vessel capable of being fitted out as a ship of war. There were only two navy-yards in the South—one at Norfolk, Virginia, which State had not then cast her lot with the secessionists; the other navy-yard was at Pensacola, Florida, and was not fitted for construction work but

intended only for repair and shelter. Even though it had been perfectly adapted to the construction of ships of war, the Federal Government held the fortifications that guarded the entrance to the harbor, and blockading squadrons could have stopped or destroyed any vessel that attempted to pass out to sea. There were a few small private shipyards

condition that it is almost unbelievable that it should have existed. The country stood aghast at its own unpreparedness. There were but two ships available to guard the entire Atlantic coast!

At Hampton Roads lay the steam sloop *Brooklyn*, and at New York lay the store-ship *Relief*, that mounted but two guns. The remainder of the serviceable ships actually in commission were scattered in all parts of the earth. The *Niagara*, a screw frigate and the first built by Steers, the famous clipper ship constructor, was the farthest away from the Atlantic ports. She was on special duty in Japanese waters, and in the best of circumstances could not report where her services were most needed for several months.



**Assistant Secretary of Navy
Gustavus Vasa Fox**

The rest of the ships on foreign stations would require from a week to a month to gain home waters. Of the forty-eight ships that were in dock or in the navy-yards, there was none that could be prepared for service within a fortnight, and there were many that would require a month or more before they would be ready.

From the time of the secession of South Carolina, in December, 1860, to the time of the declaration of war, valued officers of the navy whose homes were in the South had been constantly resigning from the service. The Navy Department was seriously hampered through their loss. Shortly after the opening of the war, it became necessary to curtail the course at the Naval Academy at Annapolis, and the last-year class was ordered on active duty to fill the places made vacant by the many resignations. At the opening of the war, the Federal navy had fourteen hundred and fifty-seven officers and seventy-six hundred seamen. This number was constantly increased throughout the war, and at the close there were no less than seventy five hundred officers and fifty-one thousand five hundred seamen.

When the Lincoln administration came into power in 1861, the Secretary of the Navy under the Buchanan administration, Isaac Toucey, of Hartford, Connecticut, was succeeded by his fellow townsman, Gideon Welles, whose experience as chief of the bureau of provisions and clothing in the Navy Department from 1846 to 1849 had familiarized him with the details of department work. Under Welles, as assistant secretary, was appointed Gustavus V. Fox, a brilliant naval officer, whose eighteen years in the service had well fitted him for the work he was to take up, and whose talents and foresight later provided valuable aid to the

scattered throughout the South, but not one with the plant necessary to build and equip a war-ship of even moderate tonnage.

In addition to this, there was but one manufacturer in the South who could construct an engine of sufficient power properly to propel a serviceable gunboat; there was a scarcity of iron, and there were no factories equipped to roll the two-and-one-half-inch plate that served to armor the ironclads soon to replace the wooden ships. There was but one plant in the South that could supply large-caliber guns, and that was the Tredegar Iron Works in Richmond, Virginia, which was out of the jurisdiction of the Confederate States until after the firing on Fort Sumter. There was wood enough in the South to have built a mighty fleet of ships, but it was standing in the forests, uncut and unseasoned, and in everything necessary for the equipment and construction of serviceable war-ships, the South was lacking or very poorly supplied. There was no money in the Confederate coffers to buy all these necessities, and while the existence of the Confederacy as a revolutionary body was recognized by the world-powers, its stability as a Government was not acknowledged, and its credit was not established.

An additional obstacle in the path of the formation of a Confederate navy was the fact that the great powers of Europe issued proclamations of neutrality almost immediately after the first gun had been fired at Fort Sumter, and the lesser powers soon followed the lead of the greater ones. In substance, these proclamations allowed ships of either navy harbor for the purpose of making repairs or of securing supplies. No ship might re-enforce her crew in any of these foreign ports or make any alterations other than repairs necessary to make their crafts seaworthy; they were to receive on board no ordnance supplies or any other "contraband" articles; they might not take on board more than enough coal to carry them to the nearest port in their own country, and they could not coal in the harbor of any one power more than once in three months, except by special permission.

This was the situation that faced the Secretary of the Navy of the Confederacy after the opening of hostilities. But even before the war-cloud had broken over the Nation, Secretary Mallory had started to build up his organization, undismayed by the conditions that he was forced to contend against. There were many Southerners in the Federal navy whose sympathies were with the new Government, and their resignations were daily being handed to the authorities at Washington, and their services tendered to the Confederate States.

Many of the men who left the Federal service were commanders of ships, and there were instances where they might easily have turned their vessels over to the Confederacy, but, without an exception, they returned the ships entrusted to them to the Federal Government before leaving the service, thus "retiring with clean hands." There were also several officers on coast-line vessels that were in Southern ports after the firing of the first gun, who sailed back to the North with their ships before going south to join the Confederates.

Sixteen captains, thirty-four commanders, and seventy-six lieutenants, together with one hundred and eleven regular and acting midshipmen, resigned from the United States Navy. To make provision for these officers, the Confederate service was increased by the Amendatory Act of April 21,



**Rear Admiral
Joseph Smith**

secretary. At the head of the bureau of yards and docks was Joseph Smith, whose continuous service in the navy for nearly a half century and whose occupancy of the position at the head of the bureau from 1845 had qualified him also to meet the un-looked for emergency of war.

Under the direction of the secretary, there were at this time a bureau of ordnance and hydrography, a bureau of construction, equipment, and repair, a bureau of provisions and clothing, and a bureau of medicine and surgery. It was soon found that these bureaus could not adequately dispose of all the business and details to come before the department, and by act of Congress of July 5, 1862, there was added a bureau of navigation and a bureau of steam engineering. The bureau of construction, equipment, and repair was sub-divided into a bureau of equipment and recruiting and a bureau of construction and repair.



**Chief Clerk of the Navy
William Faxon**

In William Faxon, the chief clerk of the Navy Department, Secretary Welles found the ablest of assistants, whose business ability and master of detail were rewarded in the last months of the war by his being appointed assistant secretary while Mr. Fox was abroad.

With the organization of the new Navy Department, steps were taken at once to gather the greater number of the ships of the Federal fleets where they could be used to the utmost advantage. Work on the repairing and refitting of the ships then laid up in the various navy-yards was begun, and orders were given for the construction of a number of new vessels. But in the very first months of the actual opening of the war, the Navy Department dealt itself the severest blow that it received during the whole course of hostilities.

Lying at the Gosport Navy-Yard at Norfolk, Virginia, were some of the Navy's strongest, most formidable, and most historic ships—the steam frigate *Merrimac*, of forty guns, that was soon to make the world ring with her name; the sloop-of-war *Germantown*, of twenty-two guns; the *Plymouth*, of the same number, and the brig *Dolphin*.

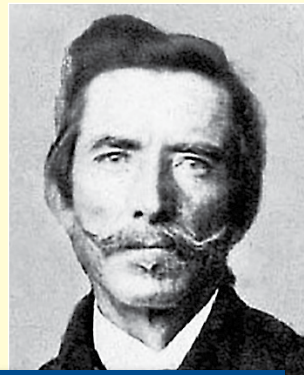
There were, besides, the old sailing vessels whose names were dear to the country: to wit, the *Pennsylvania*, a line-of-battle ship; the *United States*, *Columbus*, *Delaware*, *Raritan*, and *Columbia*. There was also on the stocks, and unfinished, a ship of the line, the *New York*.

There is not time or space in this short preamble to enter into the reasons for what happened, but through blunders and a feeling of panic, the fiat went forth that the navy yard and all it contained should be destroyed. On the night of April 20th, this order was carried into effect, and over two million of dollars' worth of Federal property was destroyed, besides vast stores and ammunition. Thousands of cannon fell into the hands of the new-born Secession. It was a bitter chapter for the cooler heads to read. All along the coast of the Southern States, other vessels which could not be removed from docks or naval stations

1862, and made to consist of: Four admirals, 10 captains, 31 commanders, 100 first lieutenants, 25 second lieutenants, 20 masters, in line of promotion; 12 paymasters, 40 assistant paymasters, 22 surgeons, 15 passed assistant surgeons, 30 assistant surgeons, 1 engineer-in-chief, and 12 engineers.

That all the admirals, 4 of the captains, 5 of the commanders, 22 of the first lieutenants and 5 of the second lieutenants shall be appointed solely for gallant or meritorious conduct during the war. The appointments shall be made from the grade immediately below the one to be filled and without reference to the rank of the officer in such grade, and the service for which the appointment shall be conferred shall be specified in the commission. Provided, that all officers below the grade of second lieutenant may be promoted more than one grade for the same service. . . .

One of the first Southern naval men to resign from the Federal Naval Department was Commander Raphael Semmes, who at once went South to enter the service of the new Government. He was sent to the North to secure what arms and ammunition he could, to contract for the delivery



**Rear Admiral
Raphael Semmes**

of more, and, if possible, to find ships that might serve as a nucleus for the navy of the Confederacy. A large amount of ordnance supplies was delivered or contracted for, but no vessels could be found that would be in the least adapted to service on the high seas, and with this portion of his mission unfulfilled, Semmes returned to Montgomery, twelve days before the firing on Fort Sumter.

Meanwhile, other agents of the Government had been attempting to find suitable ships

in the Southern harbors that might be bought. All of these were reported as unsuitable for service as naval vessels, but Commander Semmes, after learning the qualifications of one of them, asked the Secretary of the Navy to secure her, have her altered, give him command, and then allow him to go to sea. The secretary acceded to this request, and the little boat was taken into New Orleans and operations were started to transform her into a gunboat which might fly the Confederate colors and, by harassing the commerce of the North, do her share in the work of warfare. The plans for the reconstruction of the vessel had scarcely been completed when the word was flashed around the world that Fort Sumter had been fired on and had fallen, and the ship, the first of a navy that was to contend against the third largest navy in the world, was christened after the first fort to fall into the hands of the Confederacy, the *Sumter*.

The Navy Department of the South now redoubled its efforts to provide the ships necessary for the defense of its coast and inland rivers. Almost any craft that could be fitted to mount a gun was pressed into service, and as quickly as the means would allow, these boats were prepared for their work, and officers and crews assigned to them.

As soon as war had been declared it became evident that Virginia would join the seceding States, and before the hasty

were seized by the Confederate Government or destroyed by orders from Washington.

As if suddenly recovered from the fever of apprehension that had caused so much destruction, the Federal Government soon recognized its necessities, and the Navy Department awoke to the knowledge of what would be required of it. Immediately, the floating force was increased by the purchase of great numbers of vessels of all kinds. Of these, thirty-six were side-wheel steamers, forty-two were screw steamers, one an auxiliary steam bark, and fifty-eight were sailing craft of various classes. These vessels mounted a total of five hundred and nineteen guns, of which the steam craft carried three hundred and thirty-five. In addition to these, the navy-yards were put to work at the building of new vessels, twenty-three being in process of construction at the close of the year in the Government shipyards, and one at the New York Navy Yard being built by a private contractor.

Every place where serviceable ships could be laid down was soon put to use, and in private yards, at the close of 1861, twenty-eight sailing vessels were being constructed, fourteen screw sloops, twenty-three screw gunboats, and twelve side-wheelers. Besides these, there were early on the ways three experimental iron-clad vessels, the value and practicability of which in battle was at this time a mooted question.

One of these three soon-to-be-launched ironclads was an innovation in naval construction; one hundred and seventy-two feet in length, she was over forty-one feet in beam, and presented a free-board of only eighteen inches above the water. Almost amidships she carried a revolving turret, twenty-one feet in diameter and nine feet high. The inventor of this curious craft, which was building at the Continental Iron Works in New York, had absolute faith in her future, a faith that was shared by very few naval men of the day. On the 9th of March, 1862, this "freak," this "monstrosity," this "waste of money" fought her first battle, and marked the closing of one era of naval history and the opening of another. Ericsson and the *Monitor* are names linked in fame for all time to come.

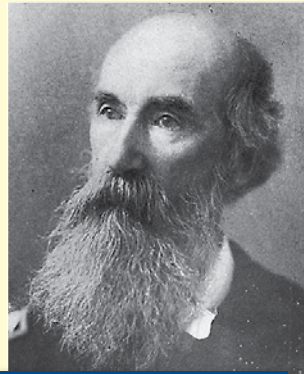
The other two ironclads that were contracted for in 1861 were on the lines of the battleship of the day. Heavily armored with iron and wood, they were adapted to the mounting of heavier guns than were then generally in use. No wooden vessel could live for a moment in conflict with them, broadside to broadside.

From the very first, the Lincoln administration had fully understood and comprehended the naval weakness of the South. But not only this, it knew well her dependence on other countries for supplies and necessities, and how this dependence would increase. Almost the first aggressive act was to declare a blockade of the Atlantic coast south of the Chesapeake, and this was quickly followed by proclamations extending it from the Gulf to the Rio Grande. Long before there were enough vessels to make the blockade effective, this far-reaching action was taken. But now, as



**Inventor
John Ericsson**

and ill-advised evacuation of the great navy-yard at Norfolk, the Federals destroyed as much of the property as they could. Six of the seven ships that were then in the Gosport yard, on the 20th of April, when the destruction was commenced, were totally destroyed, but the seventh, the screw



**Chief of the Navy's Bureau of Ordnance and Hydrography
John Mercer Brooke**

frigate *USS Merrimac*, after being burned almost to the water-line, was saved after the Federals had left, and the Confederate authorities, under the direction of John M. Brooke, late lieutenant, United States navy, immediately started the reconstruction of the wreck on plans that were new to naval warfare. On the 8th of March, in the following year, the armored *USS Merrimac*, rechristened the *CSS Virginia*, raised the hopes of the Confederacy, and closed the day of the wooden battle-ship by the sinking of the *USS Cumberland* and the destruction of the

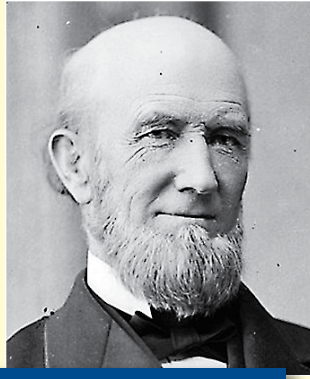
USS Congress in Hampton Roads, Virginia. The hopes she had roused, however, were shattered on the day following by the advent of Ericsson's *USS Monitor*.

A number of other Federal ships were seized after the opening of hostilities, among which were the revenue cutters *Aiken*, *Cass*, *Washington*, *Pickens*, *Dodge*, *McClelland*, and *Bradford*. All of these boats were fitted out for privateering as quickly as possible, and went to sea with varying fortunes. The *Aiken* was rechristened the *Petrel*, and her career was soon ended by the United States frigate *St. Lawrence*, from which she was attempting to escape.

The treasury of the Confederacy was soon supplied with enough currency to start operations, and with the share allotted to it the Navy Department commenced to make its small fleet as formidable as possible. All the shipyards that had been taken possession of or could be secured from private parties were equipped to handle the work of construction and refitting. Every ship that could be found that might answer any of the purposes of the navy was purchased, and before the close of the first year of the war thirty-five steamers and sailing craft of various dimensions, classes, and armaments had been equipped, while many others were in the process of construction. Of those in commission, twenty-one were steam vessels, most of them small, and chosen for speed rather than power. The armament of all was very light in comparison with the war-ships of the Federal fleets. Several of them carried but one gun, others carried two, and the majority carried less than five.

Quite wonderful was the advance made in other departments than that of shipbuilding. The Navy Department had erected a powder-mill, engine-, boiler-, and machine-shops, and five ordnance workshops. There had been established a rope-walk capable of making all kinds of cordage from a rope-yarn to a 9-inch cable and able to turn out eight thousand yards per month. This was in addition to the eighteen shipbuilding yards already planned and in operation. The ladies of Georgia had presented to the Confederate States a floating battery that was partially finished at the end of the first year of the war. The State of Alabama had turned over an iron-clad ram as a gift to the Confederate service.

the navy grew, most of the purchased ships were made ready for use, and before the close of 1861, were sent southward to establish and strengthen this blockade, and by the end of the year the ports of the Confederacy were fairly well guarded by Federal vessels cruising at their harbors' mouths. The expedition to Hilton Head and the taking of Forts Walker and Beauregard had given the navy a much coveted base on the Southern shore. Still, every month new vessels were added, and there was growing on the Mississippi a fleet destined for a warfare new in naval annals.



**Ship Builder
James Buchanan Edas**

Seven ironclads were built and two remodeled under the supervision of Captain James B. Eads. There were also three wooden gunboats, and later on, in the summer of 1862, at the suggestion of Flag-Officer Davis, the fleet of

To be Continued in the next (February) Issue

Most of the ships that had been completed at the close of the first year of the war were sent to sea as privateers to hamper the Northern merchant marine. Others were used to guard the mouths of the rivers of the Confederacy, while several of them moved on the offensive in the rivers. The *George Page* (renamed the *Richmond*), a small steamer, lightly equipped, soon became well known to the Federals for its continual menacing of the forts on the Occoquan River and Quantico Creek, often advancing close and firing shells into them.

Soon after the commencement of the war, the Confederate privateers became such a menace that President Lincoln issued a proclamation that all the privateers would be regarded as pirates, and that their crews and officers would be subjected to punishment as such. Six months after the issuing of this order the crew of the captured privateer *Savannah* was tried for piracy, but the jury disagreed. While awaiting a new trial, the Confederacy imprisoned an equal number of officers of the Federal army, who were held as prisoners of war, and notified the Federals that whatever punishment was inflicted upon the privateersmen would be imposed upon the officers who were held as hostages. The great nations of the world refused to accept the ultimatum of the Union that the privateers were practicing piracy, and from that time to the close of the war the men captured on privateers were treated as prisoners of war.

To be Continued in the next (February) Issue

Ships of the Civil War

Editor's Note:

During the upcoming issues we will try to show an example of the different types of ships that were used in the Civil War. Some of the types of ships are; Gunboats, Cruisers, Raiders, Tin Clads, Ironclads, Rams, Blockade Runners, Submarines, Cutters, Transports, Cotton Clads, Hospital Ships and Etc...

Gunboats

The first three Union gunboats on the Mississippi were converted side wheelers, averaging 180 feet in length, with 42 foot beams, and drawing about 6 feet of water. They carried 8 inch and 32 pounder guns. These were followed quickly by seven stern wheelers (Eads boats or "Pook's turtles"), armored at the bow and outboard of propulsion machinery by 2.5 inch iron plate. These had a length of 175 feet, 51 foot beams, and also drew 6 feet—the maximum thought practical for operations on the upper rivers. This was the nucleus of the Union's western flotilla, a river fleet that would number in the hundreds by war's end and include boats outfitted with monstrous 15 inch siege guns.

An interesting variant of the Union river gunboat was the "tin clad," armored with thin sheets of iron for protection from small arms fire. It carried 24 pound howitzers and a small number of sharpshooters. About seventy of these were built; they were used primarily to patrol the smaller tributaries of the Mississippi.

The South, seriously deficient in shipbuilding facilities, machine shops, and mills capable of rolling iron plate, still managed to put scores of gunboats on the western rivers. Virtually all were converted from civilian use. Some Confederate boats were "cotton clads" whose crews and vital engine spaces were shielded by tightly compressed bales of cotton. Armed rams achieved the most notable of the few Southern successes in the losing campaign for control of the Mississippi basin.



CSS Gaines



CSS General Bragg

**Join us at 7:15 p.m. on Thursday,
January 11th, at
Camden County College,
Blackwood Campus,
Connector Building, Room 101.**



CSS Governor Moore



CSS Lady Davis



CSS Colonel Lovell

USS Queen of the West



USS Iosco



USS Lexington



USS Marmora



USS Genesee



CSS Lady Davis

Specifications:
 Displacement 250 tons
 Length unknown
 Beam unknown
 Depth unknown
 Draft unknown
 Speed unknown
 Complement unknown
Armament:
 one 24-pdr
 one 12-pdr rifle
Propulsion:
 Screw Tug - Steam

CSS Colonel Lovell

Specifications:
 Displacement 521 tons
 Length 162'
 Beam 30' 10"
 Depth unknown
 Draft 11'
 Speed unknown
 Complement 93
Armament:
 unknown
Propulsion:
 Side Wheel Ram - Steam

USS Switzerland



USS Westfield



CSS Gaines

Specifications:
 Displacement 863 tons
 Length 202'
 Beam 38'
 Depth 13'
 Draft 6'
 Speed 10 knots
 Complement 130
Armament:
 one 8" rifle
 five 32-pdrs
Propulsion:
 Side Wheel - Steam

CSS General Bragg

Specifications:
 Displacement 1,043 tons
 Length 208'
 Beam 32' 8"
 Depth 15'
 Draft 12'
 Speed 10 knots
 Complement unknown
Armament:
 one 30-pdr
 one 32-pdr
 one 12-pdr
Propulsion:
 Stern Wheel Ram - Steam

CSS Governor Moore

Specifications:
 Displacement 1,215 tons
 Length unknown
 Beam unknown
 Depth unknown
 Draft unknown
 Speed unknown
 Complement 93
Armament:
 two 32-pdr rifles
Propulsion:
 Side Wheel - Steam

USS Marmora

Specifications:
 Displacement 207 tons
 Length 155'
 Beam 33' 5"
 Depth unknown
 Draft 4' 6"
 Speed 6.9 knots
 Complement unknown
Armament:
 eight 24-pdrs
 two 12-pdrs
 six 14-pdrs
Propulsion:
 Stern Wheel - Steam

USS Queen of the West

Specifications:
 Displacement 406 tons
 Length 108'
 Beam 37' 6"
 Depth 8'
 Draft unknown
 Speed unknown
 Complement 120
Armament:
 one 30-pdr
 three 12-pdr Howitzers
Propulsion:
 Side Wheel - Steam

USS Iosco

Specifications:
 Displacement 974 tons
 Length 205'
 Beam 35'
 Depth 11' 6"
 Draft unknown
 Speed 9 knots
 Complement 173
Armament:
 two 100-pdr Parrott rifles
 four 9" Dahlgren smoothbore
 two 24-pdr Howitzers
 one heavy 12-pdr
 one 12-pdr
Propulsion:
 Side Wheel - Steam

USS Lexington

Specifications:
 Displacement 448 tons
 Length 177' 7"
 Beam 36' 10"
 Draft unknown
 Depth unknown
 Speed 7 knots
 Complement unknown
Armament:
 four 9" guns
 four 8" Dahlgren smoothbores
 two 32-pdrs
Propulsion:
 Side Wheel - Steam

USS Switzerland

Specifications:
 Displacement 40 tons
 Length unknown
 Beam unknown
 Depth unknown
 Draft unknown
 Speed unknown
 Complement unknown
Armament:
 unknown
Propulsion:
 Side Wheel - Steam

USS Westfield

Specifications:
 Displacement 822 tons
 Length 215'
 Beam 35'
 Depth 13' 6"
 Draft unknown
 Speed unknown
 Complement unknown
Armament:
 one 100-pdr Parrott rifle
 one 9" Dahlgren smoothbore
 four 8" Dahlgren smoothbores
Propulsion:
 Stern Wheel - Steam

USS Genessee

Specifications:
 Displacement 803 tons
 Length 209'
 Beam 34' 11"
 Depth unknown
 Draft 8' 6"
 Speed 8.5 knots
 Complement unknown
Armament:
 one 10" Dahlgren gun
 one 100-pdr Parrott rifle
 six 24-pdr Howitzers
Propulsion:
 Side Wheel - Steam

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To direct your giving to Old Baldy:

1. Sign in to **smile.amazon.com** on your desktop or mobile phone browser.
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3. Type in **Old Baldy** and Select **Old Baldy Civil War Round Table Of Philadelphia** as your new charitable organization to support.

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Before the program on Walt Whitman:

by Kathy Clark OBCWRT Member

First on the agenda before Walt Lafty's program, Rich took time to recognize several members who have been with our round table for many years! **Harry Jenkins** has been a member for 30 years, **Bill Hughes** a 25-year member and **Richard Marine** a 5-year member. Each member got a star pin with the member year on the pin to be displayed on their member badge. These members can be very proud of the years they have shared with Old Baldy and the many years yet to come.

There was also recognition for services rendered to our round table: **Frank Barletta** with his ideas and continued work on our symposium coming in October and **Kathy Clark** for articles written for the newsletter, events list and anything else needed.

Thank you, Rich for recognizing the years of attendance and services made by members of Old Baldy. Look for more members in the coming months who have contributed their time and services to Old Baldy.



Frank Barletta



Kathy Clark



Richard Marine



Bill Hughes



Harry Jenkins

December 14th Meeting

by Kathy Clark, OBCWRT Member

Our December meeting topic was **"Walt Whitman, the Civil War's Poet Patriot"** presented by Walt Lafty, Jr. Walt has a lifelong interest in history and has spent many hours exploring the life of Walt Whitman, from birth until his death in Camden, NJ, focusing on his writings and his contribution to the Civil War.

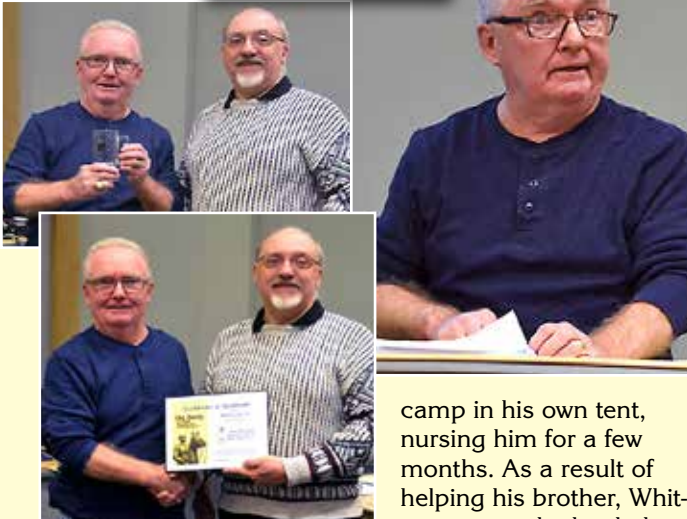
Living in Brooklyn, NY in his early days, Walt Whitman had many thoughts resulting in his own political ideology before the Civil War even began. In fact, his political views and those of others at the time were basically opposite. He started working for several newspapers such as the Brooklyn Daily Eagle and The Crescent but because of his outspoken opinion during this trying political atmosphere he lost many jobs. His poem *"I Sing the Body Electra"* talks about his thoughts on slavery. His basic premise *"Why can't we get along with all people? And "What is hap-*

"Walt Whitman, the Civil War's Poet Patriot"

pening with the black people is inhuman!" caused many employers to turn away from him. Walt was also against Millard Fillmore, James Buchanan and Franklin Pierce views and was always writing against these men. Walt started writing about what he thought politically in *"Leaves of Grass"* which took him his whole live to accomplish.

The idea of Civil War was a picture in his imagination of how this war was going to be. As many families thought, Walt felt that the war would not last that long. As soon as the war started George Washington Whitman, Walt's brother, enlisted in the 51st New York Infantry fighting over 20 engagements until he had enough. George went POW for 5 or 6 months but was captured and brought back to fight at the Battle of Fredericksburg. During the battle George was shot and when Walt found out started searching for his location. Walt did find his brother and stayed with him at

Walt Lafty, Jr.



camp in his own tent, nursing him for a few months. As a result of helping his brother, Whitman was asked to help

convey the wounded to Washington hospitals. He would do this job throughout the Civil War. This was a time when Walt actually saw the results of war and recorded all he saw in his journal.

Walt saw the importance of helping the wounded by giving moral support while they continued to recover in Washington, DC hospitals. He wrote letters home for soldiers, gave them candy, fruit and even ice cream, sat by their bed talking or reading to them. He lent an ear to the young men who needed a friend so far from home and family. He continued to write poetry and prose works that would inspire Walt to write articles about his hospital experience. His poems "Drum-Taps" provided a literary and historical record of Washington during wartime. Walt worked with Dr. Bliss in finding specimens from the wounded to help in medical research. As early as 1863 Walt had observed the idea of "Phantom Limb Syndrome" which resulted after a patient lost a limb as a result of his wounds. Before the war, Whitman had been somewhat lost in NY, looking for a purpose in life. Nursing and being with the wounded soldiers gave him that purpose and a new avenue for his writings.

One of the soldier he befriended was Oscar Cunningham who had been wounded at the Battle of Chancellorsville. He had a fractured leg above the knee, staying in the hospital over a year, Whitman noted that the leg was not getting any better. Oscar did have his leg amputated but Oscar was not doing very well. In Walt's opinion he felt Oscar looked like he would recover and told the family not to come to see him. Oscar did not survive and was buried in Arlington National Cemetery. Oscar's sister, Helen, was very upset with Walt for not telling them how serious it really was.

Walt felt the quilt and as a result wrote in "Drum-Taps" the poem "Come Up from the Fields Father". The poem ends with a thought about a grief-stricken mother and how she is coping.

By day her meals untouch'd, then at night fitfully sleeping, often walking,

In the midnight waking, weeping, longing with one deep longing,

O that she might withdraw unnoticed, silent from life escape and withdraw,

To follow, to seek, to be with her dear dead son,

Walt was deeply saddened by Abraham Lincoln's death shortly after the end of the war that he wrote two poems inspired by the love and admiration he had for this president. "When Lilacs Last in the Dooryard Bloom'd" and "O Captain! My Captain!"

George went on to fight in many more battles and even survived imprisonment. After the war ended, Whitman stayed in Washington, DC and worked for the Bureau of Indian Affairs and the Attorney General's Office. In 1873, Whitman suffered a stroke leaving Washington to his brother's home in Camden, NJ. Now he was the one who was being nursed back to health.

Thank you Walt Lafty for bringing this information about Walt Whitman to our round table. There is so much to learn about the life of Walt Whitman starting with his family, his views, his writings, and his Civil War experiences. We appreciate the knowledge you have given us so we can go on our own to learn more about his life. It was a very informative lecture!

For your information: The Walt Whitman hours in Camden, NJ is open for tours. It is not open Sunday but you can call for tour schedule at 856-964-5383. The location is 328 Martin Luther King Jr. Blvd., Camden, NJ. It is well worth the visit for you end up learning a lot about his life and how he lived.

You may also take a walk through the Harleigh Cemetery to visit Walt Whitman's tomb. Located at 1640 Haddon Ave., Camden, NJ. Information harleigh@cemdevco.com or 856-963-3500.

"So welcome death; when'er the time that the dead summons must be met, I'll yield without one pang of awe, or sigh, or vain regret." Walt Whitman

Coming Events

Sunday, September 10 through May 13, 2018

Morris County Historical Society exhibit "The Cutting Edge: Medicine in Morris County, 1876-1976". Morris County Historical Society will feature the many contributions Morris County doctors, hospitals, pharmaceutical companies and veterinarians have made to the field of medicine at both the local and global levels. Acorn Hall, 68 Morris Ave., Morristown, NJ. Information: 973-267-3465 or www.morriscountyhistory.org

HERB KAUFMAN'S FEBRUARY, 2018 EVENTS

February 1 to March 1, 2018; 2pm-4:30pm

Camden County College, Rohrer Center in Cherry Hill, NJ. Herb will be teaching "The Civil War: Small Battles-Large Consequences". This course explores the lesser known but significant and dramatic conflicts of the Civil War. Many Civil War engagements, less studied and often forgotten, but had a direct impact on the outcome of the war.

January 15, 2018

Common Ground: Insights into Elizabethtown's diverse community; 1664-1864-Brackbill Lecture Series. Snyder Academy Research Fellow and Brown University student, Sean Briody will share his original research about the families that founded the city in 1664-the community of free and enslaved Africans-Americans who lived in Elizabethtown, and the social and economic ties that bound together and divided the community in its early years. Includes a tour of sites in the burial grounds of the First Presbyterian Church of Elizabeth. A reception will follow! RSVP Elliot Dee at Elliot@acadenj.org by January 10th

Save the Date... October 20, 2018



Blue
Water
Navy

Brown
Water
Navy



Civil War Navy Symposium

The Fourth of the Biographies of the Speakers to present at the Symposium

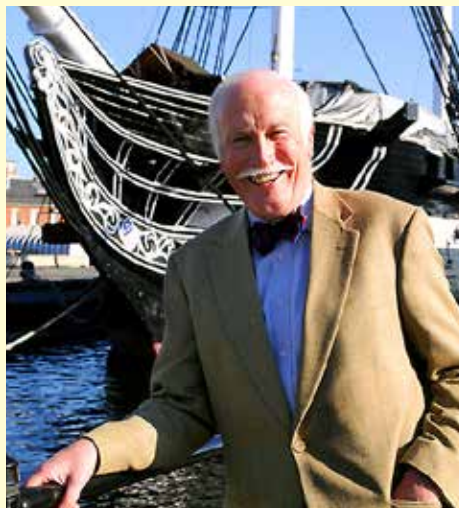
William M. Fowler, Jr.

William M. Fowler, Jr. the former director of the Massachusetts Historical Society is Distinguished Professor of History, Emeritus Northeastern University. Professor Fowler received his undergraduate degree from Northeastern University and his Ph.D. from the University of Notre Dame.

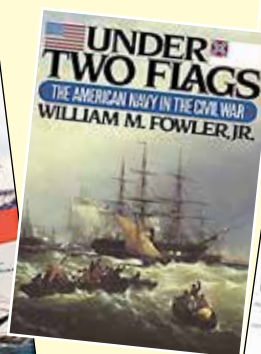
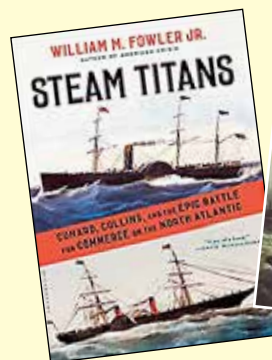
He is the former editor of The New England Quarterly and the author of a number of books relating to American history including: William Ellery A Rhode Island Politico and Lord of Admiralty; Rebels Under Sail: The Navy in the Revolution; The Baron of Beacon Hill: A Biography of John Hancock; Jack Tars and Commodores: The American Navy 1783-1815; Silas Talbot : Captain of Old Ironsides ; Under Two Flags: The American Navy in the Civil War; Samuel Adams: Puritan Radical; Empires at War: The French and Indian War and the Struggle For North America, 1754-1763; American Crisis: George Washington and the Dangerous Two Years After Yorktown, 1781-1783, and most recently Steam Titans: Cunard, Collins and The Epic Struggle for Commerce on the North Atlantic.

He wrote the "Introduction" and "Epilogue" to Boston Looks Seaward and he is co-author of America and The Sea: A Maritime History of America.

At Northeastern Professor Fowler taught courses in American History, American Colonial and Revolutionary History,



History of Canada, Military History, the History of Boston, Maritime History and the History of New England. He has also taught at George Washington's Mount Vernon, Mystic Seaport Museum and lectured at the Smithsonian Institution, the United States Naval War College, Fort Ticonderoga, and the Sea Education Association. He is a trustee/director of the New England Quarterly Inc., the Old North Church Foundation, The Ralph Waldo Emerson Association, The Leventhal Map Center, The Paul Revere Memorial Association, The Sears House Association, and the Massachusetts Foundation for the Humanities. He is a member of the Colonial Society of Massachusetts, the American Antiquarian Society, and an Honorary Member of the Boston Marine Society and the Society of the Cincinnati. He is a Fellow of the Massachusetts Historical Society and the Pilgrim Society. He received an honorary degree from Northeastern University in 2000.



Presented by the Old Baldy Civil War Round Table of Philadelphia For information and updates: <http://www.oldbaldycwrt.org>

Symposium to be held on board the Battleship New Jersey in her berth at Camden (Delaware River), New Jersey



Old Baldy Civil War Round Table Clothing Items

1 - Short Sleeve Cotton Tee - \$23.00

Gildan 100% cotton, 6.1oz.

Color Options: Red, White, Navy, Tan

Sizes: Adult: S-3XL Adult Sizes: S(34-36); M(38-40); L(42-44); XL(46-48); XXL(50-52); 3XL(54-55)

2 - Long Sleeve Cotton Tee - \$27.00

Gildan 100% cotton, 6.1oz.

Color Options: Red, White, Navy

Sizes: Adult: S-3XL Adult Sizes: S(34-36); M(38-40); L(42-44); XL(46-48); XXL(50-52); 3XL(54-55)

3 - Ladies Short Sleeve Polo - \$26.00

Anvil Pique Polo - 100% ring-spun cotton pique.

Color: Red, White, Navy, Yellow-Haze

Logo embroidered on left chest

Sizes: Ladies: S-2XL Ladies

Chest Size Front: S(17"); M(19"); L(21"); XL(23"); 2XL(24")

4 - Mens Short Sleeve Polo Shirt - \$26.00

Anvil Pique Polo - 100% ring-spun cotton pique.

Color: Red, White, Navy, Yellow-Haze

Logo embroidered on left

Sizes: Mens: S-3XL

Chest Size Front: S(19"); M(21"); L(23"); XL(25"); 2XL(27"); 3XL(29")

5 - Fleece Lined Hooded Jacket - \$48.00

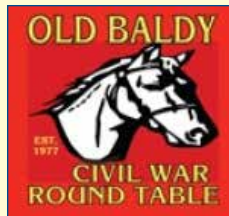
Dickies Fleece Lined Nylon Jacket 100% Nylon Shell;

100% Polyester Fleece

Lining: Water Repellent Finish



Logo



Color: Navy or Black

Logo Embroidered on Left Chest

Size: Adult S-3XL

Chest Size: S(34-36"); M(38-40"); L(42-44"); XL(46-48"); 2XL(50-52"); 3XL(54-56")

6 - Sandwich Caps - \$20.00

Lightweight Cotton Sandwich Bill Cap 100% Brushed Cotton;

Mid Profile Color: Navy/White or Stone/Navy

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<https://tuttlemarketing.com/store/products/old-baldy-civil-war-round-table-651>

7 - Irish Fluted Glass - \$7.00

Can be used with either Cold or Hot Liquids

Items can be seen and ordered from the Old Baldy Web Site or the Manufacture's Web Site.

Schedule of Old Baldy CWRT Speakers and Activities for 2018

January 11 – Thursday

Matthew H. Bruce

"The Confederate Cruisers:
The Confederacy's Blue Water Navy"

February 8 – Thursday

Jim Remsen

"Embattled Freedom: Chronicle of a Fugitive-Slave
Haven in the Wary North"

March 8 – Thursday

Robert Baumgartner

"Historiography of the South
from Douglas Southall Freeman to the Present"

Questions to

Dave Gilson - 856-547-8130 - ddsggh@comcast.net

Old Baldy Civil War Round Table of Philadelphia
Camden County College
Blackwood Campus - Connector Building
Room 101 Forum, Civic Hall, Atrium

856-427-4022 oldbaldycwrt@verizon.net
Founded January 1977

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Dave Gilson

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Individuals: \$25.00

Families: \$35.00

Editor: Don Wiles - cwwiles@comcast.net